





Daily Democrat

PRINTED AND PUBLISHED BY  
HARNEY, HUGHES & CO.

Office—70 Third Street, east side, between  
Market and Jefferson.

SATURDAY MORNING, JANUARY 11, 1862.

Railroad Matters.

DEPARTURE OF TRAINS.

On and after Tuesday, Dec. 3, passenger trains will  
leave New Albany as follows:

LEAVE NEW ALBANY.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From Jeffersonville.

Chicago and St. Louis Express (daily except  
Sundays) 8:30 A. M.

St. Louis Express (daily) 9:30 P. M.

ARRIVE AT NEW ALBANY.

St. Louis Express 8:30 A. M.

Chicago and St. Louis Express 9:30 P. M.

JEFFERSONVILLE RAILROAD.

From the Advance.

WOODBURNVILLE, KY., Jan. 9th, 1862.

Major, Editors: Gentlemen: Yesterday the

cars crossed to the south side of Green

river, and out as far as the pickets, but

no farther. I suppose the pass was wanting,

as nothing that moves on the earth is per-

mitted to travel in this section without a

pass. What will be the next move? A large

army has safely arrived at Green river,

overcoming the difficulties, all the way from

Louisville, at the cost of \$—, and watched

the Confederates while the railroad bridge was

being repaired; that is an achievement.

Will such achievements subside the rebel-

lion in six, twelve, or eighteen months? I

see no signs that I can recognize as prepa-

ration for an early advance. The Confeds

have it all their own way on this side of the

river. Last Sunday they came within half

a mile of the Federal pickets, took one pri-

soner and two horses, and leisurely returned

with them to their camp at Proctor's sixteen

miles below. Every day they were up and

down with a flag. What they wanted is not

known. Rumor says that Hindman wished

to borrow six canons to complete his fortifi-

cations; another that he sent Gen. McCook

word to leave Louisville in four hours, as

he would be up to take possession at that

time; another, that he requested the privi-

lege of sending up two companies to fill up

the ditch that he dug on Jan. 7th. Wood-

son's plan in erecting their fortifications at

this place, as they had come to Kentucky to

protect the citizens, and could not rest with-

out a reparation of the injury. I cannot say

positively that the information as to the flag

is from the same source, and quite as au-

thentic as the source from whence the Cin-

cinnati news from this place emanates. The

railroad is in running order for five miles

beyond the bridge from there to the river,

thirty miles from the bridge, the road is

in a running order for five miles beyond

the bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

bridge from there to the river, thirty

miles from the bridge, the road is in a

running order for five miles beyond the

General Order No. 26.

HEADQUARTERS DEP'T OF THE OHIO,

LOUISVILLE, KY., Dec. 29, 1861.

In order to check illicit trade and inter-

course with the States in rebellion against

the Government, it is found necessary to

check the movement of goods from this

point southward, a more careful surveil-

lance than is possible under the present ar-

rangement. It is therefore ordered:

1st. No steamers shall navigate the river

below Louisville, except such as are

recognized as regular packets and are re-

gistered as such at the office of the Provost

Marshal in this city. The register will

specify the points between which the boat

travels, and the days of arrival and depart-

ure.

2d. No boat shall carry down the river

any freight that has not been regularly

passed by the Surveyor of the port, or that

for special reasons the military authority

may find it necessary to prohibit, nor any

letters, newspapers or other parcels ad-

dressed to or intended for persons within

the limits of the military reservation, un-

less authorized by the Provost Marshal, or

by an officer of the Military Staff of the

Department Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

who is not provided with a pass similarly

issued by the Provost Marshal, or by an

officer of the Military Staff of the De-

partment Commander, nor any passenger

AMUSEMENTS.

THEATRE.—There was a large and fashionable audience

last night on the occasion of the performance of

the play of the "Hunchback." The

performance was a very excellent rendition of

the character of the Hunchback, and the

audience was much pleased with the

performance. The play was well

acted, and the audience was much

pleased with the performance. The

play was well acted, and the audience

was much pleased with the performance.

The play was well acted, and the

audience was much pleased with the

performance. The play was well

acted, and the audience was much

pleased with







